HIGHWAYS LEADING INTO THE CAPITAL ARE IN BAD CONDITION

Retail Merchants' Association **Appoints Special Committee** to Investigate Approaches.

THOROUGH INSPECTION MADE

Conditions Particularly Dangerous to Vehicular Traffic Revealed by Trip.

The Retail Merchants' Association this week appointed a special commit-tee to investigate the condition of the ozen disreputable approaches which link the District with the superb high way system of Maryland.

way system of Maryland.

The members of this board of inspection are Stanley Horner, chairman; John A. Hamilton, M. W. Sohn, Howard S. Fisk, and S. S. Grogan. Their survey, of so called county roads was conducted on the aftermoon of the first told turn of the weather, Wednesday, and disclosed the fact that the District's outer roads are in deplorable state of disrepair.

Walker Hill Inspected. alker Hill, which runs from the rict line to Good Hope, was the first road on this program of inspec-

first road on this program of inspection. After Tuesday's rain, the rundown approach, which is all sand and dirt was boggy and sloppy.

Rutty holes and "thank-ye-maams" pervade it and one end of it makes a sharp turn to the left, which, in summer, when a thick arbor of trees is heavy-clad in foliage, provides one of the worst curves in this section of the country.

It is impossible to see the road ahead and the branch is so sharp that, particularly at night or in bad weather it presents a highly dangerous hazard. This stretch is an important one to farmers and motorists, leading toward Clinton, Silver Hill, Camp Springs, T. B., La Plata, Charlotte Hall, Loveville and Leonardtown.

Bowen Road Traced.

The Bowen road was then traced by the committee. This stretch is in fair condition, though of dirt construction. It feeds directly into the Mariboro road and at the Maryland line is taken up by the usual Maryland splendid highway of macadam, extending into Centerville and the Upper Mariboro section. It links with the main State highway at Lothian.

section. It links with the main State hishway at Lothian.

The Benning road was next inspected, particularly that portion turning into the Maryland State road where it meets with the Bowen road. The road from Central avenue southeast to the Benning road is in fearful condition. It is not merely an eyesore, but it presents a treacherous avenue of travel that is flanked on either side by ditches which drop off shearly from the table of the road so that if two cars were to meet at night from opposite directions, extreme caution would be necessary to prevent collision on the top of the road or turning over into the gully at the right.

Road Menace to Traffic.

andy gravel construction was the scheme of its building and it has become a menace to vehicular traffic. Indeed, the upward travel is virtual-in impossible for horse-drawn ve-hicles and even under most favorable summer conditions is a severe tax on

a motor car.

At Benning road near Central avenue broken rock was spread on a stretch of perhaps seventy-five yards and work was going on toward its improvement, a crusher and a steam rofler working on it when the party passed, From this point on Central avenue to Capital Heights the highway is also in sad state. Muddy pools, concealing ruts and holes abound in it.

The party then drove over to the beginning of the now most favored approach to the Baltimore road, leading to the left at 15th and H. This approach to the left at 15th and H. This stretch needs asphalting badly and if the space between the car tracks were improved and the trolley poles removed—as seems will be—there would be a real highway leading out of Washington on this most important route, so heavy in tourist and farmer travel.

The old Georgia avenue extension to the District line and Wisconsin avenue also are in need of much improvement.

At Bradley lane and Connecticut avenue there is a dangerously located trolley pole which, planted in the center of the road, is another menace like the one which caused so many accidents on the road leading out from Fifteenth and H streets.

Feeders Need Improvement.

The result of these findings may mean the much mosted improvement of these feeders or approacher from Maryland. It seems the least the District's contribution of thanks could be to build connecting roads into the Capital of the United States that would at least be as good as those Muryland has given.

The Retail Merchants' Association is to be commended on this movement. Always with the interest of Washington at heart, this clan of progressive business, men, in taking up the matter of road improvement carns one more mark of merit. feeders or approacher from Maryland. It

English Market Flooded By Gasolene Substitutes

The English market has been flooded with gasolene substitutes, since the use of gasolene has been restrictthe use of gasolene has been restricted by law. The Engineer (Lendon) states that nearly all these substitutes consist of kerosene with a small admixture of some other substance, and need an admixture of an equal quantity of gasolene before they are readily usable.

It is also stated that some "substitutes" are mixtures of kerosene with turpentine. It would be interesting to know the exact function of the latter liquid.

AUTOMOBILES Motorcycles and Accessories.

ACCESSORIES.

National Electric Supply Co.

30 on Savings Accounts. JNION SAVINGS BANK Oldest Savings Bank in Washington.' WADE, H. COOPER, Prest.

WALKER HILL, D. C.



Dusty in Dry Weather, Sloppy in Wet Weather, and a Series of Ragged Ruts in Winter, This Stretch, Near Good Hope, Is One of Many in the District Under Investigation.

lists on November 80 it will be at its

best.

Seven new entrants are promised for the fall event. Among these are a Delage, another "110" Stutz, a Mercedes, a Dusenberg and a Crawford. Unfortunately, however, the names of these drivers may not be published until their entries have been filed with the American Automobile Association.

tomobile Association.

That the holiday folk will view a fast field in the proposed program

Will Avoid Delays.

The motor races are sure to be high-

ly interesting in every instance, since

ly interesting in every instance, since
the meet will be run under the supervision of expert starters who will
brook none of the tedious delays
which marred the Labor Day program. This move on the part of the
race officials is a wise one. There
will be many Thanksgiving dinners
waiting at home and a Thanksgiving feast waits on neither time or
tide nor motor races.

But the "seems certain" part of
our discourse applies to the motorcycle events. Just why the two
events for motorcycles were included
in the last meet—especially the
twenty-mile Marathon—is difficult
to see. The program was already
long with delays which made it fonger.

Memory of Cycle Race. In entertainment of this sort any

event which requires seventeen min-

utes in performance must be a contest. And all we can recall of the five and twenty mile motorcycle af-fairs in September are visions of

two leather-headed bullets leaving a field of amateurs trailing like spume

in a lazy wake, a young gentleman

who rode along at thirty miles an

grandstand when he went by, and a tow-headed youth who rode fancily, with one leg up in the air, glancing back frequently to see how near he was to being lapped by a leather-head.

Sir: Did you know that the Hayne light six was mentioned in the Bible? No? The Old Testament distinctly has it that she went up on high.

HAYNES PIONEER.

Well, old Elwood Haynes certainly is getting along in years.

I may or it may not interest G. R. to know that, grab it from the Automobile's headline, "Blas is Mitchell Purchasing Agent." Further, we are advised that Blas "has been identified with the Mitchell company since 1909."

"The qualities you admire in a man—are they not also the things you most admire in a motor car?" queries a Cadillas advertisement. Emphatically, and again, emphatically not

Frinstance, we fairly dote on a car that you can throttle down, and our type of six cylinder, 110 H. P. man is the kind that will move quiet-

"Seems certain," is said advisedly.

seems certain.

Benning Motor Races Discussed by Radiator

Middle Atlantic Motor Association Is to Hold Meet On Thanksgiving Day With Full Program. Barber and Dickinson to Drive.

> By MONTE W. SOHN. his entry, for, after Barber has primed and tuned and adjusted this car it will be fit with a capital F. Barber knows cars from top to tread, and when the Bullet enters the

Another motor race meet under the auspices of the Middle Atlantic Mo-tor Association will be held at Benning on Thanksgiving afternoon The program will be a big one in point of attractions.

Dickinson in his dirty-white juggernaut, the flying Stutz, which whipped a fast field of opponents in the Labor Day meet, will be present, and there will be another keen contest for honors which will not be indicated in the program. Barber will not drive the Eye-See-Bee, his car now being one of the stable of William Weightman. But he dill drive a big "120" Simplex, which is said to be even faster than the red speedster he used to pliot. Barber has not forgotten Labor Day. Nor has he forgotten Dickinson. Whenever these two meet in competition their thoughts, while centered generally on victory, are dedicated to the ambition of beating each other. and there will be another keen con-

Always Keen Rivals.

A funny story comes out of the keen rivalry which these two feel keen rivalry which these two feel for, each other. Last year, at Laurel. Barber and Dickinson, driving the same cars they entered on Labor Day, fixed up a private event for themselves, with a good sized side bet. Just before the start, the owner of a lowly car, which shall be nameless, rushed over to the starter and asked if he might enter the contest. Barber and Dickinson were consulted. Each prinned at the suggestion. The proposed third entry was a stripped-down, geared-up model of car which sells for about \$800. So neither of the stars were particularly worried. They consented, and the newcomer, having put up his corner of the bat was admitted.

On the second lap, the Eye-Boe Bee and the Stutz, separated by a scarce dozen feet, tore down the stretch past the grandstand and lapped the late entry, which cantered along at barely fifty miles an hour.

Toward the conclusion of the third lap the added starter was a lap and a half in the rear, when the Stutz, on the far turn, sighed deeply and then registered leud complaint. Dickinson, managed to bring his car around to the utility pits, where examination revealed a broken connecting rod, which put him out of the race.

Late Entrant Collects. for each other. Last year, at Laurel.

Late Entrant Collects.

On the fourth lap Barber's car shot by his remaining rival for the second times and, rounding the right turn into the last lap, the race was over; practically, that is. In the far practically, that is. In the far stretch the Eye-See-Bee, with a roar that-drowned out the crackle of exhaust, burst into flames that leaped ten feet in the air and had to be towed back to the pits. The third entrant, plugging along at the modest speed of "fifty," held its pace and completed the job of collecting the purse.

and completed the job of collecting the purse.

However, accidents are not the usual scheme of things in motor contests, and when Barber and Dickinson hook up in the open events on the day of indigestion the same old rivairy will be there, with the same old trivairy will be there, with the same old trivairy will be there, with the same old trivairy will be there, with the same old terrific speed.

The Kline Kars will also enter. And while thinking of the two cars mentioned above, it must also be borne in mind that these two were the real point winners of Labor Day, finishing first, second, or third in every event they entered. In September the big Kline was not at its best, which is good enough to beat either Barber or Dickinson.

Barber's entry in the races is a Beaver Bullet, the same car which figured so prominently at the Indianapolis meets. The Eye-See-Bee, it will be recalled, he sold to Weightman.

Great things may be expected of

Great things may be expected of

For the Account of a Customer-We Offer a New

1917 Latest Model **Scripps Booth Coupe**

White Wire Wheels

It has been driven less than 400 miles. It is in splendid condition, and may be had at a material reduction from its original price.

It offers unusual buying

Call North 621

Ungerer Motor Company INCORPORTED.

1136 Connecticut Ave.

mit that we are strong for the quiet bearing in each.

On the O. H., we like a fast car.

And yet+the best of both need a little lubricant occasionally, to which you might add occasional skids.

Customer—I would like to see a good second-hand car.
Salesman—So would I.
November Motor Life.

The Tourist was driving his car into a strange town. He picked out a motorcycle cop and followed him. The cop was moving along at a smart clip so the Tourist opened up until he drew alongside. He got his information and was pinched. "But," protested the Tourist, "I wasn't driving fast."

"I'know you weren't," said the Law, "But I saw you coming down the street a block back of me, and I'm driving at the speed limit, and in order to catch up with me you had to drive fifteen miles an rour faster. Tell it to the judge."

AUTO UPKEEP NOW **NEAR TO MINIMUM**

Chevrolet Has \$2.11 Repairs in 30,000 Miles.

In early days, cars were heavier and constructed of baser metals. Power was wasted through insufficient attention to the efficiency of carburetors and countess other minor, though significant, de-

The advent o ftime has brought a change. Today the automobile industry n America is one of the most efficient branches of manufacturing in the world. Not only have systematic methods of production been developed to the highsst perfection-in order to meet compe lition in decrease of price-but especial are to the refinement of detail has been exercised in construction—to meet com petition in cost of maintenance.

petition in cost of maintenance.

The economy of maintenance of low priced cars today would be unbelievable to the automobile owner of a decade past. Competition in cars of low up-keep is now more important than competition in low price. The last has reached its lowest level. The former is nearing it everyday.

For instance, the owner of a Chevrolet "Four-Ninety" has recently completed an economy record trip nearly one and a haif times round the earth with a repair bill amounting to the cost of a theater ticket. Charles Zenn, of South Bend, Ind., sends word that he has driven his Chevrolet over 30,000 miles and during that time has had a repair bill of \$2.11.

This minimum repair bill is highly significant in the light it sheds on the present stage of efficiency to be found in the popular priced car. It exhibits the care paid to thorough construction and the use of high-strade material. popular priced car. It exhibits the care paid to thorough construction and the use of high-grade material. Inded, the lefty level of manufacturing ideals aimed at the construction of medium priced cars today reflects credit on the automobile manufacturers in this countries.

NEW FEDERAL REPAIR SHOP OPENED HERE

Service Station for Motor Trucks In Wisconsin Avenue.

"In the future we shall give service on Federals at 1965 Wisconsin avenue." said Veale of the Parkway Company yesterday. "We have installed a first-class shop for this department of our business exclusively, and appointed a corps of mechanics who will give their entire time to Federal repairs.

"We have delivered two this month, and have several more on the way to Washington. "And we are still promising immediate deliveres to our customers." tomers."
Federal trucks are made in one, one and one-half, two, three and one-half and five ton capacities."

ly along without throttling down. Then, again, under duress, we ad-Body Building-Painting

SALES---SERVICE



Expert Mechanics

Some of Our Seasonable Accessories At Reduced Prices For Next Week:

Ford Non-Skid Chains, per pair \$2.50 Ford Universal Tubes. \$2.80 (Same Tube Fits Either Front or Rear Wheel)

Yale Locks \$2.75 Ford White Star Oil, per gal 70c

Ford Hood Covers Demountable Rims Stewart Speedometers

Motor Without Winter Discomfort



Phone Main 3342. 456 Pa. Ave.

HOW ELECTRIC CARS ARE BEING HANDLED

System of "Chasing" Machines To and From the Modern Garage Is Explained.

By BENJAMIN MOFFETT.

Sterrett & Fleming Electric Garage The electric garage, different in ervice and management from the ordinary gasolene car house, early established the plan of calling for and delivering the cars of its patrons at all hours in the twenty-four. Its scheme was infinitely more personal with the individual and called necessarily for more intimate service. Owners wanted their cars charged

and returned, and out of the need "swing" hours-in which charging had to be done-came the development of one of the most remark-able service plans motordom has

known.

Four "chasers," detailed to the work of calling for and delivering electrics to our patrons, efficiently and promptly take care of more than 100 cars every night and morning. One man is a sort of "Head Chaser," and he drives the chasing car. In calling for cars to be brought back to the garage he drops the other three men along the way.

As these cars come into the garage the head chaser, following in their trail in his own car, picks up his three assistants and another route is covered.

The picking-up must be rapid in order to cope with the tremendous problem of gathering all the cars into the garage in a few hours.

Shortest Possible Route.

Shortest Possible Route. Under this plan, the head chaser bringing up the rear, the shortest possible return route must be folowed, and the cars may not deviate

lowed, and the cars may not deviate from the laid-out course.

The average time consumed for a single trip—three cars—is fourteen minutes.

Once in the garage, each car is furnished with a car bearing the customer's name, address, make of car, type of battery and mileage of the day just ended. This card is stamped when the car is brought in, with the time indicated thereon. The deliverer, or chaser, signs his name to the car and returns on the next route.

the car and returns on the next route.

Then the car is inspected for any damage that may have occurred during the day, after which the "duster" goes carefully over the upholstery with a vacuum cleaner, turning it over when this is finished, to the washstand men. The latter then carefully wash and sponge the car from top to wheels cleaning the windows as well. The polishers next take the car and all the bronze and nickel fittings are burnished and brightened. rightened.

Then Comes the Grease. When all this has been done, oil and grease are applied as necessary, and the car is ready to be placed "on

efficiency in handling such a number of cars is readily seen vitally necessary. The general run on any other but a "clock basis would be impossible."

Gasolene Again Drops In the Chicago Market

Gasolene is selling at 15.6 cents a gallon in Chicago, which price shows another drop of one cent a gallon. This price is general throughout the State of Illinois.

DANN TIRE DEALER **GIVES GUARANTEE**

Will Add 1,500 Miles to Tire Company Pledge.

In support of the statement that use of Dana Inserf between leaves of automobile springs will result in longer life of tires, I. T. Donohoe, appointed local distributer, has announced he will add 1,500 miles to the manufacturer's guarantee on tires used on automobile equipped with Dann Insert.

Adjustments of tires will be made upon the report of the tire company's adjuster, the Dann Insert dealer making d 1,500-mile greater allowance than the tire dealer. To obtain benefits of this arrange-

ment the automobile owner has only to register with Donohoe any new tire which he places on a car equipped with the Inserts. Donohoe states that factory and road service experiments have proved that he has a wide margin of safety in making this offer. Dann Insert is claimed to be a per-

fect spring-leaf bearing. Its structure is such that it is capable of supplying continuous and adequate lubrication to the entire surface of the spring leaves which rest upon it. The special graphite compound which it contains is made by a secret process, and will not flow liquid. The Insert fits between the spring leaves throughout the entire length, from tip to tip.

MARYLAND LICENSE OFFICE IS MOVED

Commissioner of Motor Vehicles To Be at 819 Twelfth St.

A transaction of interest to automobilists was consummated during the present week when Coi. E. Austin Baughman, commissioner of motor vehicles for Maryland leased the premises \$19 Twelfth street northwest, next to the corner of New York avenue.

He will there maintain his office for the issuance of automobile licenses for Maryland to those who wish to secure them in the District of Columbia, and for the transaction of all business pertaining to his office. It will be in charge of a deputy commissioner.

The new location is very central, its convenience for the motorists being added to by the spacious pissa, formed by the intersection of Twelth street and New York avenue.

Wu Ting Fang Named Foreign Minister of China

The appointment of Dr. Wu Ting Fang, former minister to the United States, as foreign minister of China, has been announced by the Chinese le-

pation here.

Dr. Wu was recognized as one of the ablest members of the diplomatic corps when he was stationed here. Officials received news of his appointment as premier with gratification as they believe he will go far toward settling China's internal and external political troubles.

RELIABL

SATISFACTION. You can depend on getting both LOW PRICE and SATISFACTION when you purchase your car

600 Used Cars to Choose From

SUPER SIX HUDSON Cabriolet, run only 1800 miles, mechanically perpect.

PACKARD TWIN-SIX Touring, 1-35
model, 7 pass, A-1 condition,
1917 MITCHELL SIX Touring, used
very little
1916 CADILLAC TOURING, tig-tep
shape, lots of extras. Low Price
1916 OLDS Touring, used only four
months. months.
1916 STUDEBAKER Six Touring, T 1916 BUICK 6 Roadsters and Tour-ing care, fully southped. Low Prices 1916 STUTZ Touring, excellent condition.
1916 OVERLAND Touring Cars and
Roadsters, full engipped, as low as. \$825
1916 HUPMOBILE Touring, perfect 1916 GRANT Six Touring, A-1 shape. \$450

1916 SCRIPPS-BOOTH Roadster, very

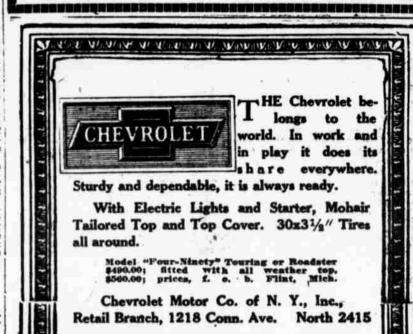
fires.
1918 MAXWELL, Touring, equipped. ... \$375
1916 CHALMERS Touring, light six,
A-1 condition, fully conjuged.
1917 VELEE Six Touring, brand new,
1916 CHEVROLET Touring Care and
Roadsters, tip-top mechanical conditions. tion OAKLAND Touring, starter and lights
li

Trucks & Delivery Wagons, 1/2 to 5-ton capacity

RELIABLE AUTOMOBILE CO.

(All That the Name Implies)

249-251 North Broad St., Philadelphia



\$845-The Sensible Six-\$845

Bigger, Better, and More Refined is the New Model 34 Oakland Sensible Six

From 2 miles to better than 50 on high-will climb Fifteenth Street, Snake Hill, Quarry Road, Tilden Street, Adams Mill Road, and other steep inclines without trouble on high. We shall be only too glad to prove the superiority of the Oakland by arranging a demonstration for you. 112-inch wheelbase. 41 h. p. overhead valve. Better than 20 miles to a gallon of gas. Full five-passenger body, underslung springs.

Factory guarantee for one year from date of purchase. Our own guarantee, ninety days on all free labor. Price, \$845 f.o.b.

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